

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**107**  
City of Covington

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend





















### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	















### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Covington

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Covington																
	Indian Valley	0.37	3000	G	From:	SCL Covington				F	0.099	F	0.694	3200	G	2003
					To:											
	S Carpenter Dr	0.44	4800	G	From:	S Pitzer Ridge				C	0.094	F	0.639	5200	G	2003
					To:	Gordon Street										
	S Carpenter Dr	0.31	6100	G	From:	East Gordon Street				F	0.091	F	0.64	6600	G	2003
					To:	Edgemont Drive										
	Carpenter Drive	1.20	4200	G	From:	Duyant Road Ext				C	0.164	F	0.552	4500	G	2003
					To:	US 220 Madison St										
	N Monroe Avenue	0.09	4800	G	From:	WCL Covington				F	0.088	F	0.648	5200	G	2003
					To:	SR 154 W Riverside St										
	N Monroe Avenue	0.14	5000	G	From:					F	0.097	F	0.509	5400	G	2003
					To:	W Locust Street										
	S Monroe Avenue	0.43	6100	G	From:					C	0.092	F	0.539	6600	G	2003
					To:	E Oak Street										
	S Monroe Avenue	0.40	6700	G	From:					F	0.090	F	0.54	7200	G	2003
					To:	US 220 S Alleghany St										
	E Madison Avenue	0.12	14000	G	From:	US 220 S Alleghany Ave				F	0.081	F	0.525	15000	G	2003
					To:											
	East Madison Street	0.26	15000	G	From:	S Highland Ave				C	0.091	F	0.5	16000	G	2003
					To:	SR 18 Carpenter St										
	E Madison Street	0.46	13000	G	From:					C	0.092	F	0.506	14000	G	2003
					To:	ECL Covington										
	Combined Traffic:	0.21	5000	G	From:	WCL Covington				F	0.076	F		4600	G	2003
					To:											
	Combined Traffic:	1.19	7600	G	From:	SR 154				F	0.079	F		7000	G	2003
					To:											
	Combined Traffic:	0.28	6300	G	From:	WCL Covington				F	0.086	F		5900	G	2003
					To:											
	Combined Traffic:	1.08	7300	G	From:	SR 154				F	0.084	F		6800	G	2003
					To:											
		0.75	8400	G	From:	I-64 Covington				C	0.098	F	0.579	9100	G	2003
					To:											
	Craig Ave	0.56	4100	G	From:	Chestnut Street				C	0.105	F	0.548	4400	G	2003
					To:	Locust Street										
	E Riverside St	0.28	3400	G	From:	Lexington Avenue				C	0.117	F	0.594	3700	G	2003
					To:											
	E Riverside St	0.24	5900	G	From:	Monroe Avenue				C	0.096	F	0.613	6400	G	2003
					To:											
	East Hickory Street	0.09	1500	G	From:	Magazine Avenue				F	0.104	F	0.588	1600	G	2003
					To:	Alleghany Avenue										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Covington																
  E Madison Street	0.46	13000	G	From:	ECL Covington				C	0.092	F	0.506	14000	G	2003	
				To:	SR 18 Carpenter St											
  East Madison Str	0.26	15000	G	From:	SR 18 Carpenter St				C	0.091	F	0.5	16000	G	2003	
				To:	S Highland Avenue											
  E Madison Avenu	0.12	14000	G	From:	S Highland Avenue				F	0.081	F	0.525	15000	G	2003	
				To:	S Monroe Avenue											
 N Alleghany Ave	0.93	10000	G	From:	S Monroe Avenue				F	0.08	F	0.567	11000	G	2003	
				To:	E Locust Street											
 N Alleghany Ave	0.62	10000	G	From:	E Locust Street				F	0.083	F	0.542	11000	G	2003	
				To:	N Magazine Avenue											
 N Alleghany Ave	0.66	6900	G	From:	N Magazine Avenue				C	0.093	F	0.593	7400	G	2003	
				To:	NCL Covington											
 S Pitzer Ridge	0.37	590	G	From:	SR 18				C	0.094	F	0.695	630	G	2003	
				To:	SCL Covington											
 W Edgemont Drive	0.67	3400	G	From:	S Carpenter Dr				C	0.093	F	0.645	3700	G	2003	
				To:	Rayon Drive											
 S Rayon Drive	0.21	3400	G	From:	W Edgemont Drive				C	0.092	F	0.563	3700	G	2003	
				To:	W Jackson Street											
 W Jackson Street	0.43	4200	G	From:	S Rayon Drive				C	0.092	F	0.552	4600	G	2003	
				To:	S Willis Avenue											
 S Durrant Road	0.45	4800	G	From:	S Willis Avenue				C	0.088	F	0.58	5200	G	2003	
				To:	I-64											
Beverly Avenue		220	G	From:	Cypress St					0.098	F		220	G	2003	
				To:	Cedar St											
Cedar Street		530	G	From:	Pocahontas Avenue					0.119	F		530	G	2003	
				To:	Greenbrier Avenue											
Dollyann Drive		720	G	From:	E Madison Street					0.089	F		720	G	2003	
				To:	S Pond Avenue											
E Fairlawn Drive		120	G	From:	E Scotland Drive					0.119	F		120	G	2003	
				To:	S Carlton Drive											
E Gordon Street		220	G	From:	S Powhatan Avenue					0.172	F		220	G	2003	
				To:	Smith Avenue											
E Gray Street		210	G	From:	S Mound Avenue					0.131	F		210	G	2003	
				To:	S Pond Avenue											
E Michigan Street		220	G	From:	S Ohio Dr					0.083	F		220	G	2003	
				To:	S Greenway Drive											
E Scotland Road		50	G	From:	S Carlton Drive					0.177	F		50	G	2003	
				To:	E Fairlawn Drive											
Forest Avenue		50	G	From:	S Greenway Drive					0.148	F		50	G	2003	
				To:	Dead End											



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Covington																
N Lexington		1900	G	From:	W Riverside W				0.103	F			1900	G	2003	
				To:	Chestnut Street											
N Marion Street		510	G	From:	W Locust Street				0.107	F			510	G	2003	
				To:	W Hawthorne Street											
N. Rockbridge Ave.		120	G	From:	E. Willow St.				0.136	F	0.546		120	G	2003	
				To:	E. Cedar St.											
Pocahontas Avenue		440	G	From:	Cedar Street				0.142	F			440	G	2003	
				To:	McAllister Street											
S Carlton Drive		170	G	From:	E Scotland Road				0.095	F			170	G	2003	
				To:	E Fairlawn Drive											
S Greenway Drive		470	G	From:	E Michigan Street				0.092	F			470	G	2003	
				To:	E Pennsylvania Street											
S Trout Street		170	G	From:	Carpenter Drive				0.145	F			170	G	2003	
				To:	ECL Covington											
W Hawthorne Street		1800	G	From:	N Maple Avenue				0.098	F			1800	G	2003	
				To:	N Court Avenue											
W Riverview Drive		520	G	From:	S Durant Road				0.111	F			520	G	2003	
				To:	S Conrad Avenue											
Woodlawn Avenue		20	G	From:	E. Detroit Street				0.18	F	0.571		20	G	2003	
				To:	E. Michigan Street											